

CENTRAL INTELLIGENCE AGENCY  
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SUPPLEMENT TO  
REPORT NO.

COUNTRY Czechoslovakia  
SUBJECT Skoda/Doudlevce Factory

PLACE  
ACQUIRED 50X1

DATE  
ACQUIRED BY SOURCE    
DATE OF INFORMATION  

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Products and Production

- 1. Although the old Skoda/Doudlevce factory formerly manufactured large electric motors, generators and transformers, at present (October 1951) these products are manufactured exclusively in the new 'Gigant' building.
- 2. The old factory now (October 1951) manufactures mainly switchgear as well as small electric motors (of the usual normal type and design) and instruments, such as voltmeters, ammeters, wattmeters and recording instruments.
- 3. Switchgear is manufactured in a very large building which was formerly the shop and assembly area for turbogenerators. Switchgear is of the outdoor and indoor type. They are all 50X1 compressed air operated and appear to be copies of German and Swiss switchgear, although the design is about twenty years old and is obsolete. Indoor sizes are 600, 1200 and 2000 amperes (middle tension voltage is 10,000 volts). Interrupting capacity   'switch off' is only 400 MVA, not suited to demands of up-to-date power stations. The Czechs are making great effort to obtain designs for switchgear with an interrupting capacity of 600-800 MVA. Outdoor type switchgear are similar to the German firm Siemens, which collaborated closely with Czech firms during World War II. Production of the switchgear plant is about 800-1000 units yearly.
- 4. The new factory (Gigant) will manufacture only electric motors and generators of large output and transformers above 5000 KVA capacity. Average capacity of Gigant plant per day is 10,000 KVA, including all electrical equipment.
- 5. Although three shifts were planned at Gigant, only one shift was working in October 1951 with only approximately 40% of personnel. There is a heavy shortage of copper and other construction metals which will prevent the achievement of scheduled annual output. This shortage appears to be of long duration. However, because other electrical equipment factories are overloaded, it appears that the reason that Gigant is not in full operation is due to other than the shortage of copper.
- 6. At Gigant Diesel locomotives are assembled for USSR in one third of the building separated by a wall. This seems to be a permanent activity although it has nothing to do with electric equipment production.

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7. [redacted] it has been reported that there is bridge construction at Gigant in a portion of the factory, [redacted] that it is very unlikely that bridges would be constructed in a new building as modern and expensive as this one. It is possible that the untrained observer might mistake the fabrication of a bridge with the locomotive frame during its initial stage of production.  
Buildings and Equipment
8. The old factory was erected after World War II.
9. A new factory named Gigant was erected between 1949 and 1951 to the west of the complex. There are new buildings under construction near the Gigant building. 50X1
10. These new buildings under construction in October 1951 will probably house the production of that electrical equipment necessary for a complete power station which is not being produced now, for example, steam turbines. [redacted] it has been reported that radar equipment is to be manufactured in these new buildings, [redacted] it is unlikely that radar equipment will be produced here because of the dissimilar nature of the present 50X1 production.
11. The main factory building is a single building (200 meters long and 180 meters wide). It has six aisles each 30 meters wide and not separated by walls. The Diesel locomotive assembly takes up one-third of the building. Six to eight cranes (25-75 ton capacity) run on two tracks in each aisle. The plant is the most modern in the Satellites. It is a steel constructed building with side walls of artificial panels. No bricks have been used in building construction. The equipment is excellent with large assembly areas. The entire building is air-conditioned. There are containers for scrap and all scrap and raw material is transported by small cranes.
12. There are smaller buildings in the vicinity, such as the tool shop, which is well-equipped. The cranes and the tool machinery have various gay colors in order to raise the morale 50X1 the workers. 50X1
13. [redacted] an underground trolley (subway) has been reported to exist between the old buildings and the Gigant building. [redacted] 50X1
14. Northeast of the Gigant there is a main railroad where many workers were building two or three underpasses and leveling the ground for new buildings about the size of Gigant.  
Research Development and Testing
15. Research and development work is done at this factory on equipment to handle the new 200,000 volt high-tension line between Moravia, Slovakia and Hungary. The new high-tension testing station, which is located near Prague, will probably begin operations this year (1953) No high-tension testing is done at Skoda/Doudlevce.
16. There are deep underground testing rooms for the dynamic tests of the generators. Another testing station is about 200 meters distant from the main building which tests them with a horizontal wheel.  
Employment
17. There were approximately four to five thousand employees in all buildings. However, there was a general shortage of labor.
18. The labor force was generally lazy.

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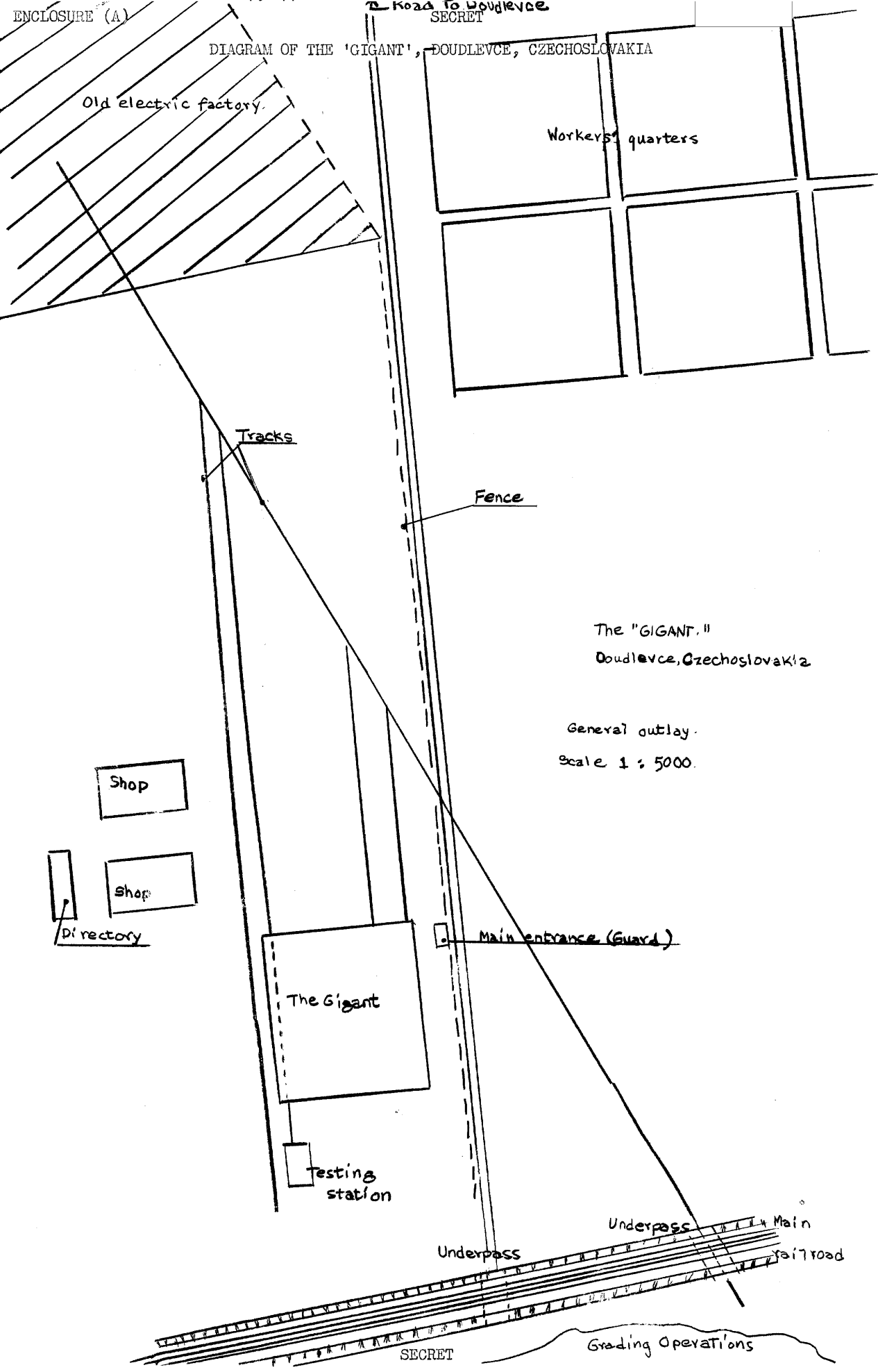
Enclosure (A): Diagram of the 'Gigant', Doudlevce, Czechoslovakia  
 (B): Diagram of the 'Gigant', Doudlevce, Czechoslovakia  
 (C): Diagram of the 'Gigant', Doudlevce, Czechoslovakia

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ENCLOSURE (A)

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Road to Doudlevce

DIAGRAM OF THE 'GIGANT', DOUDLEVCE, CZECHOSLOVAKIA

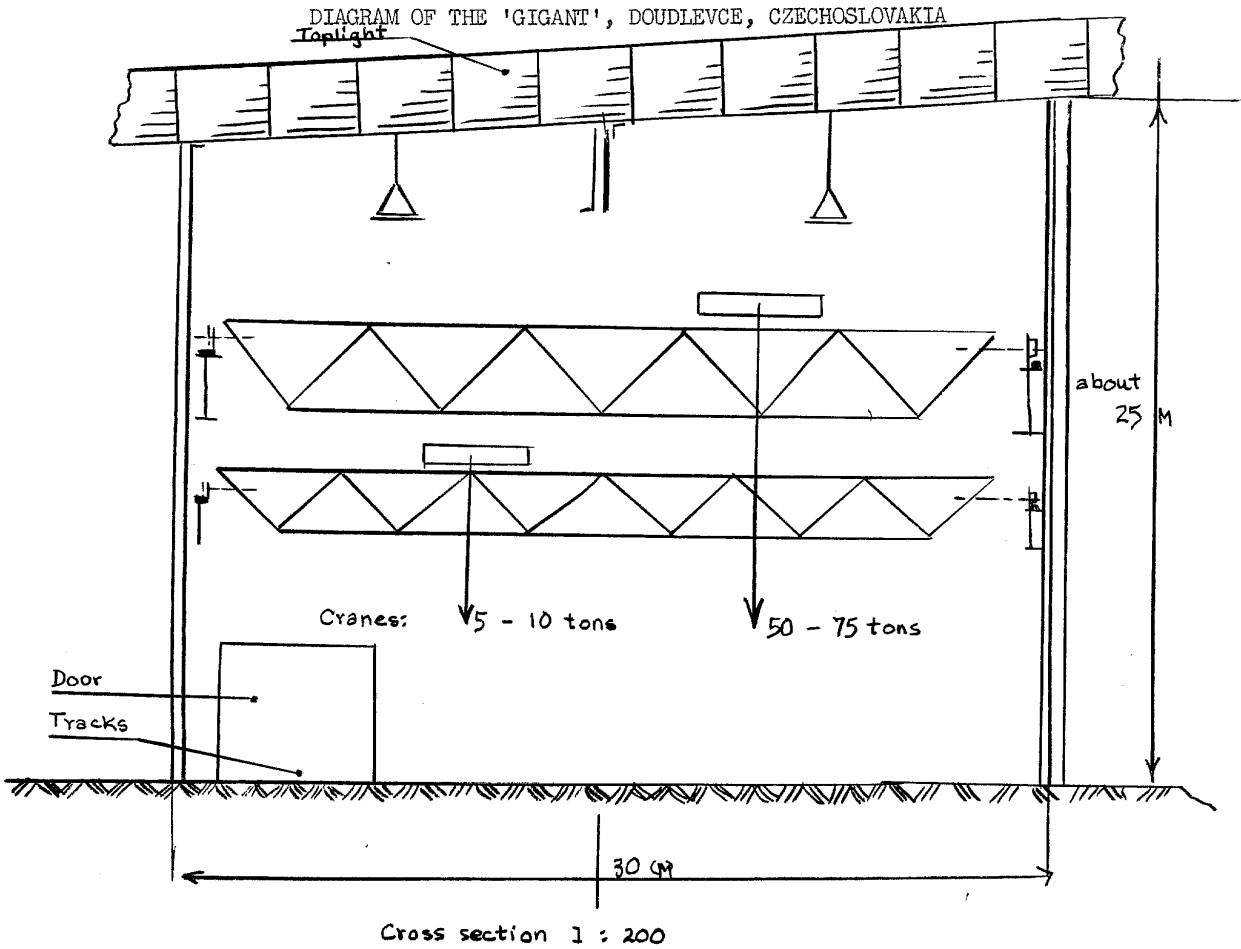


The "GIGANT,"  
Doudlevce, Czechoslovakia

General outlay.  
Scale 1 : 5000.

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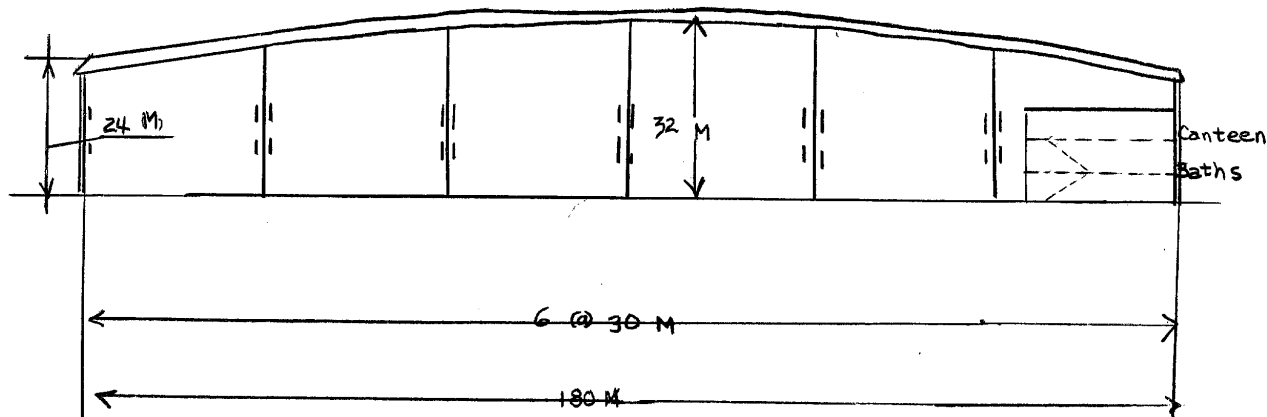
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The " G I G A N T "

( Doudlevce Czechoslovakia )

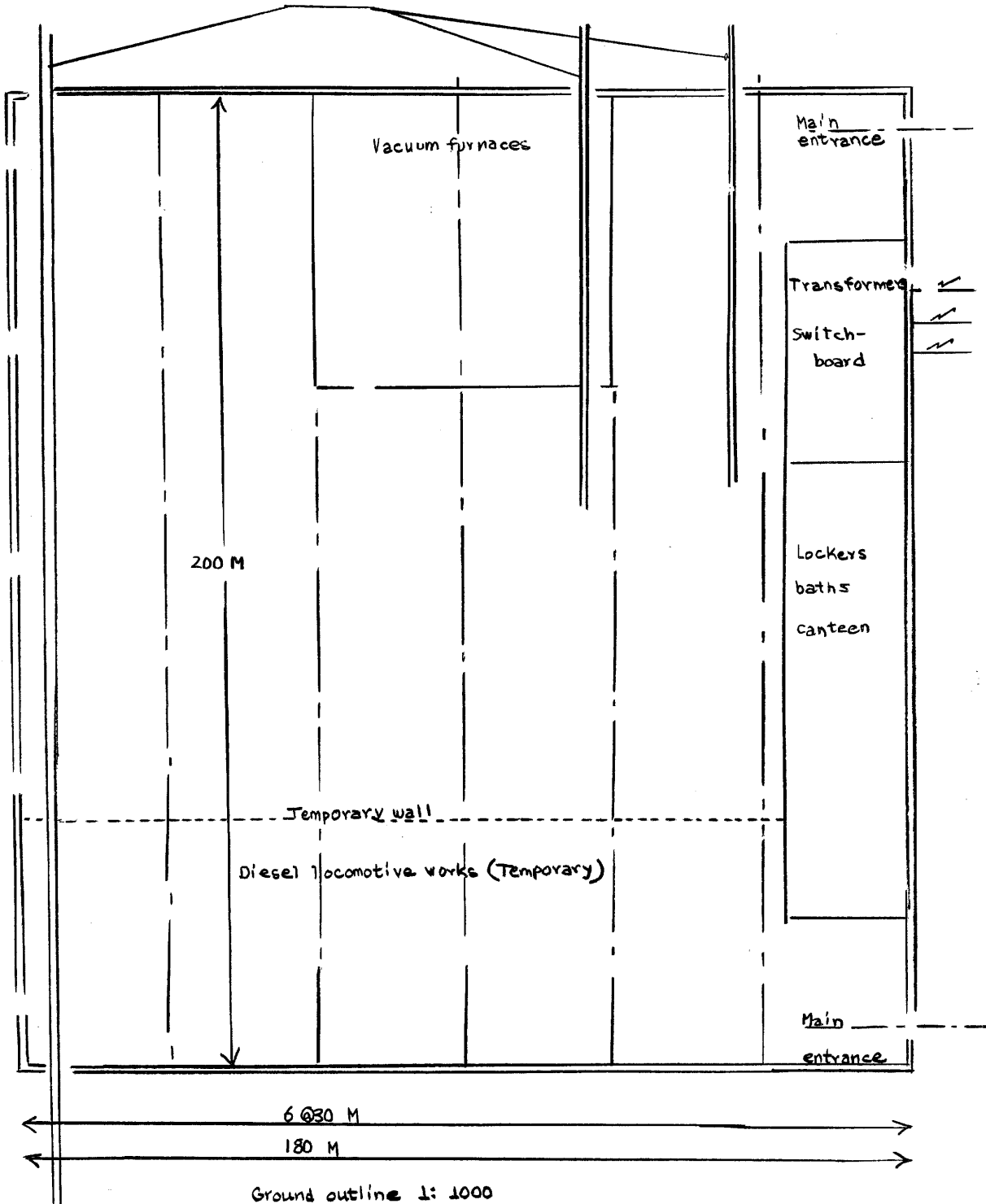
( Near Pilsen )



Cross section 1 : 1000

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DIAGRAM OF THE 'GIGANT', DOUDLEVCE, CZECHOSLOVAKIA  
Tracks



The 'G I G A N T'  
Doudlevce, Czechoslovakia  
(Near Pilsen)